

VELVET ICE CREAM

Pistachio Nut
Raspberry
Tutti Frutti
Caramel
Vanilla
Neapolitan

Guava
Butter Scotch
Chocolate
Orange
Strawberry
Metropolitan

1542 Honolulu Dairymen's Association 4676

New Models in Autumn Hats

Distinctive styles in the new
DAHLIA Hat

SACHS'

Hotel, near Fort St.



TELEPHONE TALK

A remarkable example of the bigger advertising is that of the American Telephone and Telegraph Company, which every year invests hundreds of thousands of dollars in a lofty form of publicity, far above the mere selling of 'phone service.

This company has a great message for the people—"The Silent Voice," in Scribner's Magazine.

Paid Publicity Will Do It.

The general circulation of the
Star-Bulletin for Oct. 6 was **8164**

To the boys overseas and other friends who are far away, send

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Prices, 25c, 50c and \$1.50

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DIRECTLY OVERLOOKING THE VOLCANO OF KILAUEA

\$37⁰⁰

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Steamer every Wednesday and Saturday

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Queen Street

STAR-BULLETIN 75 CENTS PER MONTH

TWINS ONLY ONES HURT WHEN TRUCK GOES OVER CLIFF

One Brother Has Skull Fractured. Other Has Both Legs Broken in Plunge

Sigs. Harold F. and Louis P. Swan, twin brothers in Company C, 32nd Infantry, are lying in the post hospital at Schofield Barracks wondering if the fact of their twinning had anything to do with their injuries.

Sgt. Harold has a fractured skull and Sgt. Louis has both legs broken as a result of a spill taken over a Waianae cliff in a three-ton quartermaster truck. They alone of a big party in the truck sustained injuries.

On Thursday Lieut. Milford Sherman and Lieut. C. E. Hall of the 32nd Infantry were with a party of men from the 32nd Infantry which had been out gathering decorative ferns for the dance held by that regiment last night at the post.

On a winding trail near the pumping station at Waianae the steering gear gave way. On one side was a 400 or 500 foot drop and on the other the 40-foot cliff. Fortunately the big truck headed for the lesser embankment.

Lieut. Sherman, the driver, and the two brothers were in such a position that they could not leap instantly, but the rest of the party jumped just as the truck left the beaten trail.

Over and over went the big vehicle and the four men with it. It turned fully half a dozen times before finally coming to a stop in a pile of lava rock at the foot of the cliff. The Swan brothers were pulled out from beneath the truck, injured. The other two victims were unharmed.

TWO SHOWS WIND UP BIJOU BILL

"Izzy" is peddling some of his best creations at the Bijou in the current offering booked under the anonymous disguise of "Izzy the Peddler." It's a laughmaker of the most pronounced type and anyone who can sit through two hours of the Carter show without cracking a smile or enjoying the perambulations and dainty appearance of the dancing chorus ought to be relegated to the misogynist school.

But as an evidence that Honolulu still continues to seek entertainment of a refined type and consequently appreciates Monte Carter's sincere efforts to give his audience their money's worth, packed houses have been the rule at the Bijou every night this week, and so great is the advance sale for Saturday that the management has again decided to offer two shows tonight so all who have not had the opportunity of seeing the current bills can avail themselves of tonight's chance. The first will be at 7 and the second at 8:45.

Pretty costuming, attractive scenic effects and stage settings go hand in hand with delightful repartee, buzzing comedy and hilarious situations, which ably carried by "Izzy" and his foils serve to uncork a sizzling brand of fun which is contagious. Ethel Davis again comes to the fore as an entertainer of merit. Betty Butterick has some new songs and the singing male trio render some selections that are sweeping the house by storm, while Blanche Gilmore in her eccentric comedienne role is a scream; and the ballet, as fresh and as vivacious as ever, proves a treat to the eye.

TELL OF DAMAGE TO GERMAN SHIPS

Concerning the damage to German ships, done by German crews, such as that on the vessels in Honolulu at the beginning of the war, the navy department has an interesting report of the work of repairing all the ships taken over by the government.

A great deal of work, as will be appreciated, was necessary in this connection on account of the wanton damage wrought on the machinery of some of these vessels, notably the Bulgaria, Rhein, and Neckar.

Cylinders and valve-chest covers were removed, and the cylinders and chests were wrecked by hammers and rams. In the boiler rooms thermit was used in at least one vessel. The principal boiler damage was caused by lighting fires in dry boilers. A casual survey might lead one to believe that destruction was thorough and beyond repair.

If the directing mind believed the measures adopted would permanently disable these vessels, it failed to add credit to American engineering ability and the patriotic attitude of our industrial establishments. The large railroads have taxed the capacity of their machine and repair shops to furnish equipment and skilled men to take care of some of this reconstruction.

The actual work has been done by electric and oxy-acetylene welding and by patching. While the use of welding in the repair of cast iron is common in railroad practice, it is not well known in the marine world, and its use is considered quite a departure in marine practice and, no doubt, will be followed with considerable interest. Former practice would indicate that renewal of cylinders was necessary, with the attendant large loss of time and great expenditure of public money. On the contrary, with few exceptions, practically all cylinders have been reclaimed and will soon be in service.

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STORAGE

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SERVICE FIRST

MORE RECRUITS REACH HONOLULU

With 45 first cabin passengers, 19 second cabin and 264 in the troop class for Honolulu, a government boat is in Honolulu harbor today. There are about an equal number of through passengers and troops. Included among the troops is Co. D, of the 32nd Infantry which went to Salt Lake City, Utah, to be sent to the front.

One of the civilian passengers on the transport was Miss Margaret Chapman, who comes here to accept a position as a stenographer in the Honolulu customs house. Mrs. David T. Fullaway, wife of the entomologist, and two children returned from a visit in the states.

Other Honolulu cabin passengers were:

Second Lieutenant Frank R. Burkhardt, C. A. C., wife, son and sister-in-law; Mrs. Frank O. Brigham, wife Lieutenant M. B. C.; S. F. Burbank, employe engineers' department; Christian Christianson, 2nd Lieutenant, C. A. C.; Nellie M. Gougeon, sister Lieutenant Colchett, 4th cavalry; Miss Louise Clark, daughter Captain Clark, J. S. X.; Miss Margaret Chapman, employe customs service; Dennis Donovan, 2nd Lieutenant, C. A. C.; Mrs. David T. Fullaway and two children, wife of Honolulu employe; L. L. Gregg, captain 32nd Infantry; Mrs. L. E. Hunt and daughter, family of Lieutenant Hunt, C. A. C.; C. N. Haines, 1st Lieutenant, M. R. C., wife and child; E. H. Haskins, second Lieutenant 32nd Infantry; Miss Clara N. Kerrigan, fiancée Captain R. S. Bryan; Mrs. Ella Ludeman, wife second Lieutenant, 2nd Infantry; C. E. Martin, second Lieutenant 32nd Infantry; Mrs. A. J. McCannel, wife Captain McCannel, M. R. G.; Mrs. F. C. Murray and four children, family captain M. R. C.; Mrs. A. J. Markley, wife captain N. R. C.; Mrs. Roy K. Olgive and two daughters, family captain M. O. R. C.; John M. Smith, captain 1st Infantry; A. K. Shepard, chief clerk U. S. engineers, wife and daughter; Mrs. Ethel Whitlock, four children and father, family of captain Q. M. U. S. R.; Miss A. V. Hayes, army nurse corps.

The following were the second cabin passengers for Honolulu:

Mrs. Nick Andrews, wife supply sergeant; Mrs. Edward H. Ford, wife Sergeant Ford; John Graf, sergeant 3rd engineers; Mrs. W. T. Hill and child, family sergeant Hill C. A. C.; Mrs. W. S. King and sister, Miss Catti, family Sergeant W. S. King; William T. Lawson, elec. sergeant, C. A. C.; Miss Mary Lytle, nurse with Mrs. McConnell; A. H. Milton, 1st sergeant Co. D, 32nd Infantry; Mrs. B. R. Parker, wife chief pharmacist's mate, U. S. N. R. F.; Mrs. Bertha Russo, wife Sergeant Russo; Mrs. Laura Schmidt and child, family C. E. (R. N. R. F.); Mrs. George B. Szabelski and three children, family Sergeant Szabelski, and Mrs. Edwin Walter, wife private 4th cavalry.

HARBOR BOARD DIVER HAS VERY CLOSE CALL

Preston A. Mullins, a diver in the employ of the harbor board at Piers 8, 9 and 10, had a narrow escape yesterday when a big boulder on the bank above where he was working became dislodged and fell, striking him a glancing blow on the helmet. The helmet was dislodged and the air pressure forced it completely off his head. Mullins held his breath and signaled for the tender to bring him to the surface. He was in about 10 feet of water at the time, and the tender took the usual time in pulling him up, not realizing that he was in danger. Mullins spent about a minute on the way up, holding his breath the while. When he appeared above the surface he remarked that it was the first time he had ever held his breath so long.

HARBOR NOTES

The purser of the Mauna Kea reports the following movements of inter-island shipping for yesterday: The Waialeale was at Hilo and the Doris at Kawaihae.

The Likiep had only five passengers from Kauai ports this morning. They were as follows: Mrs. P. L. Rice, P. G. Riley, F. E. Richardson, C. B. Gage and A. B. Holm. There were four deck passengers for Honolulu.

The following sugar is awaiting shipment on Hawaii: Olau, 27,722; Waialeale, 29,000; Hilo Sugar Co., 6600; Onomea, 6578; Pepeekeo, 326; Hakaiau, 32,789; Laupahoehoe, 9915; Kailiki, 6706; Kukaiau, 6965; Hahakua MHI, 6516; Paauhau, 1916; Punaluu, 7331, and Honouliuli, 3300.

The Mauna Kea brought in 79 cabin passengers from Hawaii and Maui ports this morning. There were 32 steerage passengers. The way cabin passengers were 16 in number and three steerage. Her freight list was as follows: One automobile, two crates of hogs; five crates of poultry, 89 packages of fruit and vegetables, 16 quarters of beef, 53 bundles of hides and 430 packages of sundries.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY
LOCAL MARINE ENGINEERS ATTENTION.

A special meeting has been called for Sunday evening at 7:30 p. m. at Knights of Pythias hall to consider a matter of importance. A full attendance is requested.
6-15-11

APPALLING COST OF THE WAR IS TOLD BY FIGURES

Roughly speaking, the war has thus far cost the allied nations \$58,000,000,000. The great bond bill of Congress will bring the total war expense for the United States up to more than \$19,000,000,000. This includes certain departmental appropriations, but the whole may be considered as applying to war measures.

The per capita tax of \$190 upon the population of the country involved would seem to answer the charge that Congress has not been actively engaged in legislation within the last five months. The amount for the United States for the period ending June 30, 1918, exceeds that of any foreign nation since the beginning of the war. Within that period the public debt of Great Britain has jumped from \$3,443,799,000 to \$21,897,666,000, of which amount \$5,800,000,000 has been advanced to her allies and to British dominions.

When the war began the public debt of France was \$36,347,540,000, and by last April it had reached \$17,727,012,000. The Russian debt in the January preceding the war stood at \$4,544,000,000, but has risen by last January to about \$12,000,000,000. In the same period of time the national indebtedness of Italy increased from \$2,792,106,000 to \$6,067,600,000. War figures for Japan have not been given out officially, but it may be said that in a very real sense that nation is better off than when the war began. In startling contrast to these enormous figures are the war costs to the central empires. Within the three years ended last January the Austrian debt advanced from \$2,559,546,000 to \$8,978,065,000. On September 30, 1916, the public debt of Germany was \$12,158,000,000. Professor Jaffe has calculated that by the end of July of this year the debt of the German empire had reached 120,000,000,000 marks, or double the 1916 figure. Yet this, combined with the Austrian debt, is far below the \$58,000,000,000 cost to the allies. It is conceivable that the forty years of war preparation by Germany has something to do with these costs, while there has also been enforced economy along many lines of expenditure. In any event, America is still the great spender. It may allay apprehensions, however, to recall that the per capita debt imposed on the North by the Civil War was \$342 and that the cost represented 39 per cent of the total wealth. Today a total war expenditure of \$35,000,000,000 would be only 13 per cent of the present wealth.—Thomas F. Logan in Leslie's.

"A SOLDIER'S DREAM OF OLD GLORY."

I had a wonderful dream last night,
I wonder if dreams come true;
I dreamt I was serving Old Glory,
The Red, White and Blue.

I thought we carried Old Glory
Across the briny deep,
And the U-boats tried to sink us,
But they found we were not asleep.

At last we arrived in Europe
On that far and distant shore,
Where all the Allied nations
Struggle in the world's great war.

The Germans thought us timid,
And said they will not fight;
But e'er many days are over,
They will find that they are far from right.

Just wait until the Sammies get in
The trench
Amidst the shot and shell,
The Kaiser will think someone took a
wrench
And opened the gate of hell.

The Sammies are a little green
About the modern war,
But just bring on your new machines
And show them what they are for.

The Sammies soon will show you
The art of these machines and guns,
For there are no faster men on earth,
Than Uncle Sam's sons.

My greatest wish is that the men in
Washington
When looking o'er their files:
Will not forget the men in khaki.
They have sent to the Hawaiian Isles.

We surely love Hawaii,
And the girls with their funny dance,
But we want to take our chances,
On the firing line in France.

SGT. LLOYD B. FLETCHER,
Troop "M," 4th Cavalry.

PASSENGERS EXPECTED

By steamer Wilhelmina from San Francisco:

Francisco: Yukichi Mikami, H. W. Price, H. M. Wiebe, J. R. Dosh, L. L. Loof, bourrow, Mrs. Annie M. Stedman, Miss Myrtle Taylor, Miss Sadie Barrett, Mrs. Edgar Barrett, Mrs. W. P. Butler, P. Bailey, S. S. Peck, P. W. Armstrong, J. D. Hitchcock, Miss Courson, Miss B. Mohr, Mrs. J. L. Wagner, Henry W. Dicks, Mrs. C. C. Kennedy, F. C. Allen, A. Priest, A. L. Howden, Miss Florence L. Brecht, Mrs. A. Lindskog, Mr. and Mrs. Conannon, L. H. Sill, H. B. Christman, G. I. Van Ness, G. A. Sverdrigger, Miss Hannah Baker, Miss M. Farrell, Mrs. Alice Bevins, Mrs. A. M. Curtis, Miss P. Butler, Mrs. A. N. Lincoln, Mrs. Chapin, F. D. Creedon, Mrs. P. W. Armstrong, D. H. Hitchcock, Miss E. Roberts, J. L. Warner, F. S. Clark, C. C. Kennedy, Mrs. A. E. Marshall, R. J. Buckley, Mrs. R. A. Priest, Mrs. A. L. Howden, S. R. Kelly, R. C. Lydecker

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OAHU RAILWAY TIME TABLE

OUTWARD
For Waianae, Waialua, Kahuku and Way Stations—9:15 a. m., *3:20 p. m.
For Pearl City, Ewa Mill and Way Stations—7:30 a. m., *9:15 a. m., *11:30 a. m., *2:15 p. m., *4:20 p. m., *5:15 p. m., *9:30 p. m., *11:15 p. m.
For Wahiawa and Lihue—*11:20 a. m., *2:40 p. m., *5:00 p. m., *11:30 p. m.
For Lihue—*6:00 a. m.

INWARD
Arrive Honolulu from Kahuku, Waialua and Waianae—*8:36 a. m., *5:30 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—*7:45 a. m., *8:36 a. m., *11:02 a. m., *1:38 p. m., *4:24 p. m., *5:30 p. m., *7:28 p. m.

Arrive Honolulu from Wahiawa and Lihue—*9:15 a. m., *1:52 p. m., *3:59 p. m., *7:13 p. m.

The Haleiwa Limited, a two-train (only first-class tickets honored), leaves Honolulu every Sunday at 8:30 a. m. for Haleiwa Hotel; returning arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City, Ewa Mill and Waianae.

*Daily. †Except Sunday. ‡Sunday

G. P. DENISON, F. C. SMITH, Superintendent.

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CARBON PAPER

Non-smutting—made especially to meet Hawaiian climatic conditions.

Black and purple colors.

Hawaiian News Co., Ltd.

Young Hotel Building
Bishop St.

TIDES, SUN AND MOON.

Date—	High Tide Large	High Tide Ft. of Small	Low Tide Large	Low Tide Ft. of Small	Sun Rises	Sun Sets	Moon Rises	Moon Sets
	A.M.	F.T.	P.M.	P.M.	A.M.			
Oct. 8	10:37	1.8	11:38	6:25	2:40	5:55	5:38	0:38
" 9	11:31	1.8	12:35	6:50	4:20	5:55	5:37	0:38
" 10	12:18	1.7	0:27	7:12	5:40	5:56	5:36	1:29
" 11	12:56	1.7	1:05	7:33	6:38	5:56	5:36	2:18
" 12	1:31	1.6	1:40	7:56	7:32	5:56	5:35	3:06
" 13	2:15	1.7	2:03	8:16	8:20	5:57	5:34	3:56
" 14	2:47	1.8	2:35	8:37	9:05	5:57	5:33	4:45

New moon, Oct. 15, at 4:10 p. m.